2.0. PROJECT DESCRIPTION

This section describes the location and existing characteristics of the project site and surrounding area, project objectives, project characteristics, proposed uses and approvals required for project implementation.

2.1. PROJECT LOCATION

The project site is located within the southeast section of the City's Planning Area lying south of the City's southern boundary (along Harney Lane) and west of State Route 99. At present, the project is located outside and adjacent to the City of Lodi corporate boundary but within Lodi's General Plan Area and Sphere of Influence in the County of San Joaquin. Specifically, the project is bounded by Harney Lane to the north, State Route 99 to the east, and the Union Pacific Railroad (UPRR) to the west. The project's southern boundary lies approximately 650 feet to the north of Scottsdale Road.

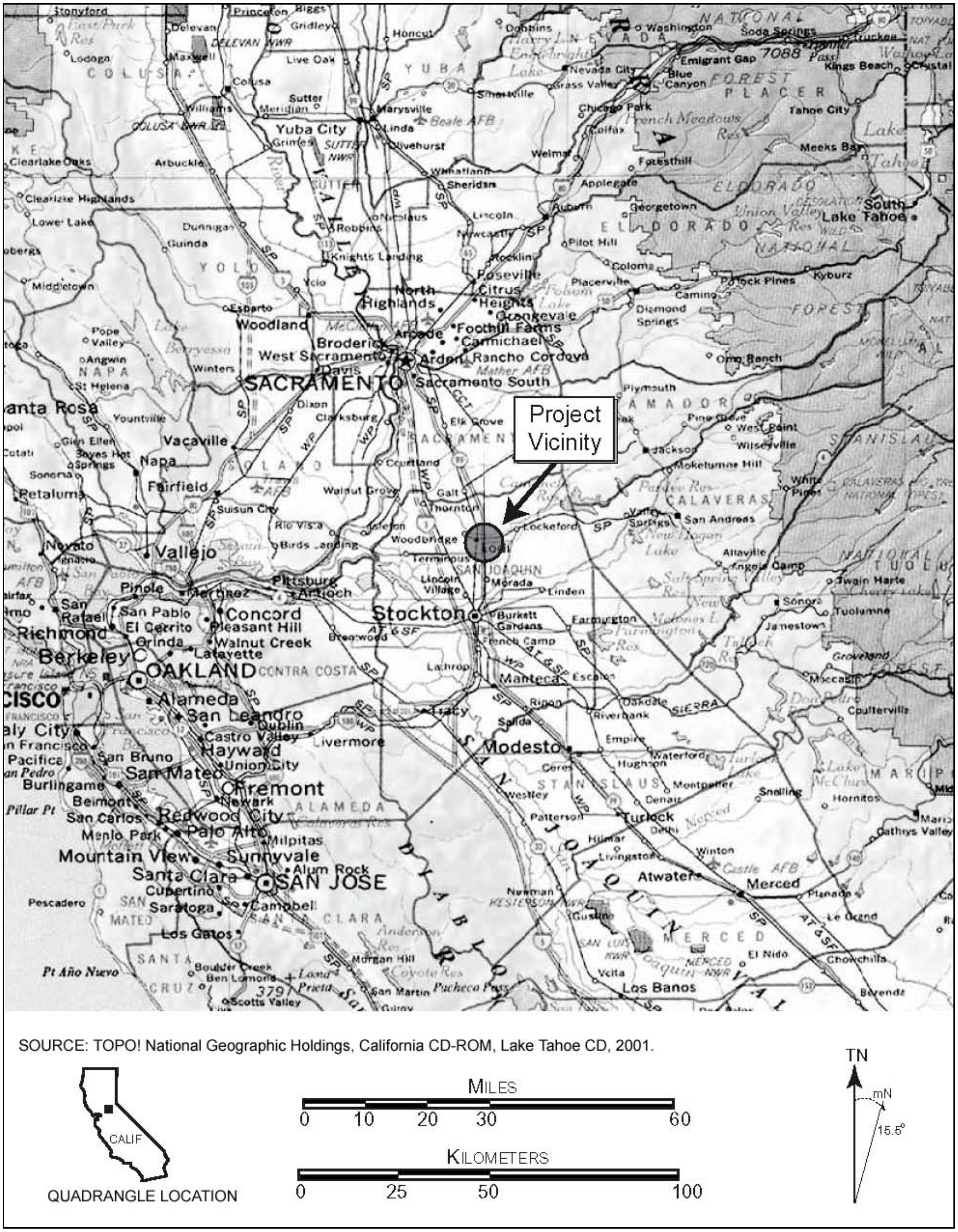
The project site is 220 acres in size and is comprised of twenty-two (22) parcels – Assessors Parcel Numbers 058-110-04, 058-110-05, 058-110-41, 058-130-02, 058-130-03, 058-130-05, 058-130-06, 058-130-07, 058-130-08, 058-130-09, 058-130-11, 058-130-15, 058-130-16, 058-130-17, 058-130-19, 058-130-21, 058-130-22, 058-130-24, 058-130-04, 058-130-10, 058-130-14, 058-130-18 (for parcel locations refer to Figure 3.7.2 on page 3.7-4). Figure 2.1.1 shows the regional location of the City of Lodi and Figure 2.1.2 illustrates the location and boundaries of the project site.

The City of Lodi is located in northern San Joaquin County, in the northern portion of California's Central Valley. Geographically, Lodi lies between the Sierra Nevada Mountains to the east and San Francisco Bay to the west. From a regional perspective, Lodi occupies about 10.1 square miles in northern San Joaquin County (Figure 2.1.1), approximately 34 miles south of Sacramento, 6.5 miles north of Stockton, and 90 miles east of San Francisco.

Lodi is supported by State Route (SR) 99 and Interstate 5 (I-5) for regional access into the community. SR 99 runs north-south through the eastern portion of the City, and Interstate 5 (I-5) runs north-south about seven miles to the west. Other major roadways in the City include SR 12, an east-west roadway facility serving as a link between the Sierra Nevada Mountains to the east and the Bay area communities to the west.

FIGURE 2.1.1: PROJECT VICINITY MAP

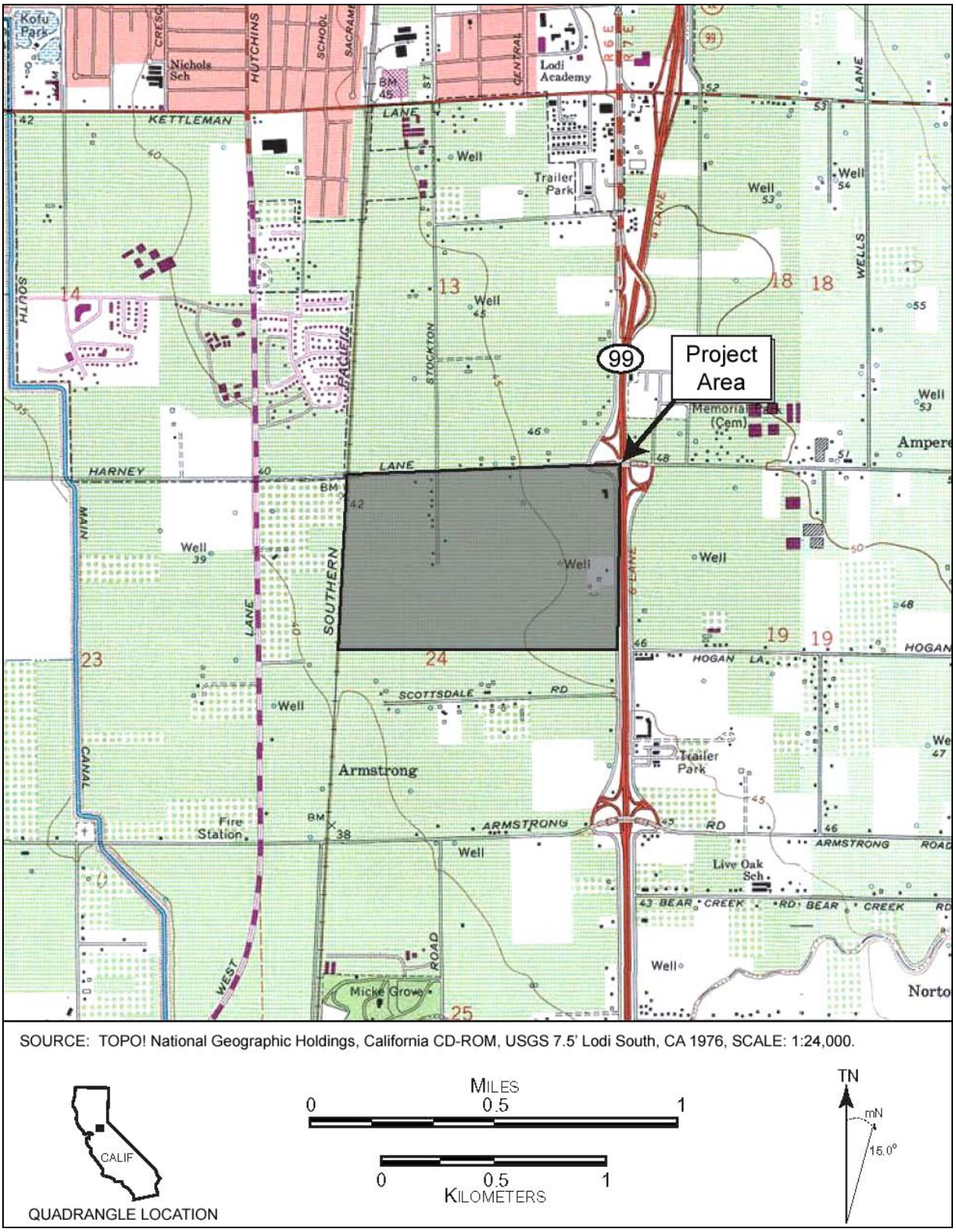
(Source: Pacific Legacy Cultural Resource Assessment)



SOURCE: TOPO! National Geographic Holdings, California CD-ROM, Lake Tahoe CD, 2001.

FIGURE 2.1.2: PROJECT LOCATION MAP

(Source: Pacific Legacy Cultural Resource Assessment)



2.2. SITE CHARACTERISTICS

The project site consists of twenty-two (22) parcels covering a total of approximately 220 acres. The site is a rectangular-shaped area principally bounded by the UPRR to the west, Harney Lane to the north, and State Route 99 to the east. Scottsdale Road lies approximately 650 feet to the south of the project site. Surrounding land uses include existing low- and medium-density residential development and heavy industrial uses to the north and existing agricultural lands to the west and south of the project site. East of the project site lies SR 99, and additional agricultural lands beyond. Principal vehicle access to the site is provided along Harney Lane and Frontage Road-West. Regional access is provided via SR 99. An existing private drive extending south from Stockton Street serves as vehicle access for approximately a dozen rural residences. Other unpaved access roads occur throughout the site principally to serve current agricultural operations. The project site also has direct freeway access to SR 99 along Harney Lane and further south at Armstrong Road.

2.2.1. Topography

The project area is located in the southern Sacramento Valley portion of California's Central Valley. The topography of this region is flat. Elevations range from 40 to 50 feet above mean sea level. There is a single drainage swale in the northeastern corner of the project site. This drainage swale receives water from the north via a culvert beneath Harney Lane and channels it east towards State Route 99. There is also an excavated ditch that parallels a portion of the Union Pacific Railroad and borders the western edge of the project site. As is normally the case with regard to agricultural lands, topography of the site is nearly flat and it does not contain any other distinct topographic features.

2.2.2. On-Site Land Uses and Site Cover

The existing on-site uses include fallow cropland, vineyard, orchard, and urban uses (habitable structures). The project site primarily consists of vineyards, mostly along the southern half of the site and on scattered parcels in the northern half. The remaining existing agricultural uses in the northern portion of the site include fallow agricultural land and a small area dedicated to an almond orchard. A total of eighteen addresses including residences, currently occupy the site. These addresses represent mostly scattered rural residences on the various parcels that comprise the site, including several structures to service existing agricultural operations, and a Moose Lodge building and appurtenances located near the northeastern corner of the project site. Despite some existing structures which serve the current agricultural operations on-site, many of the existing buildings are considered rural residences, with a majority of these residences located along a private drive extending south from Stockton Street. The largest structure on-site is the Moose Lodge which lies adjacent to an orchard and along Frontage Road-West. Figure 2.2.1 (Aerial Photograph of Site), Figure 2.2.2 (Existing Uses On-Site), and Photographs 2.2.1 – 2.2.4 show the existing conditions on the site.

FIGURE 2.2.1: AERIAL PHOTOGRAPH OF PROJECT SITE AND SURROUNDING AREAS
(Source: Photo taken May 18, 2006, by P. Prinejad)

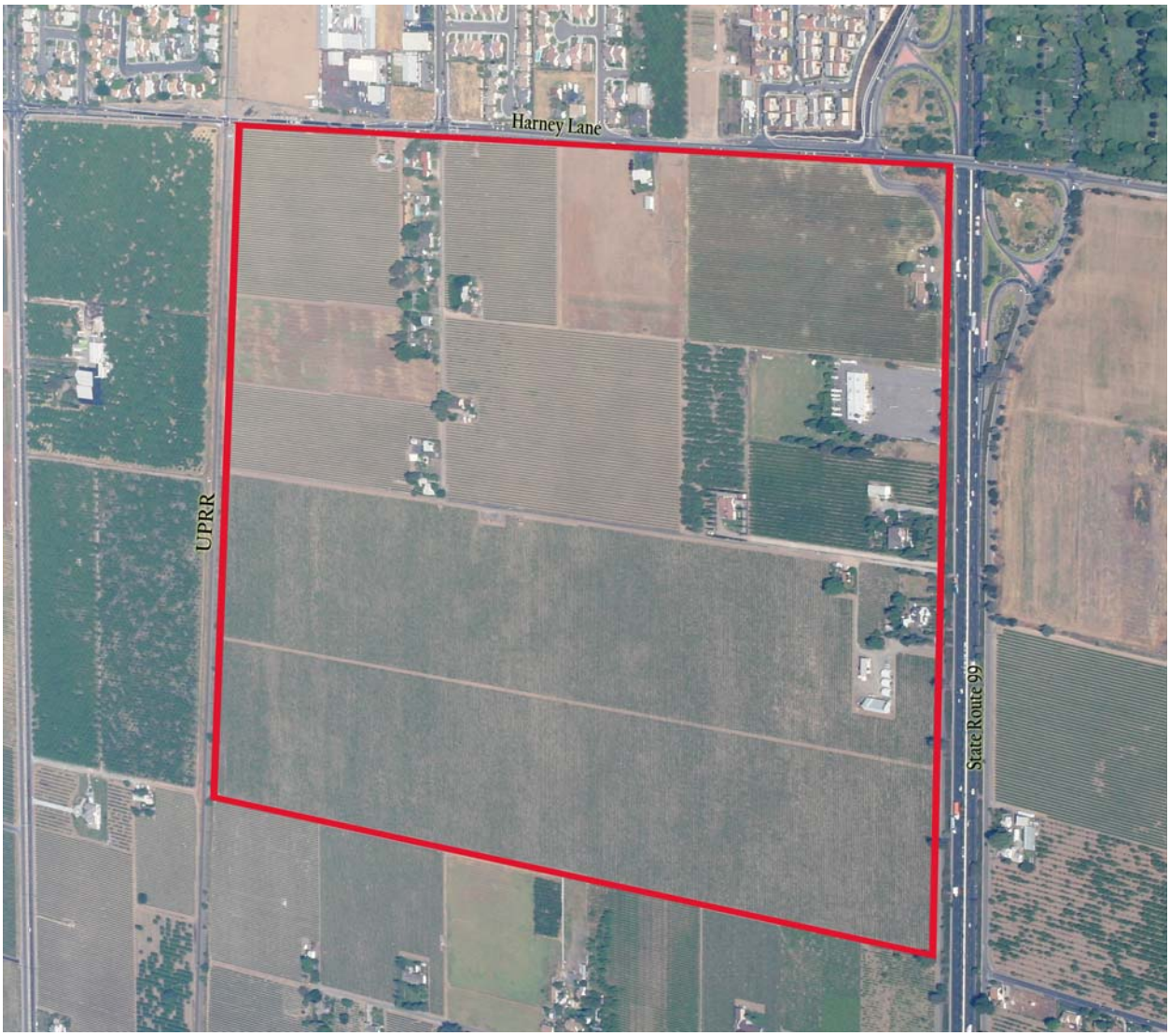
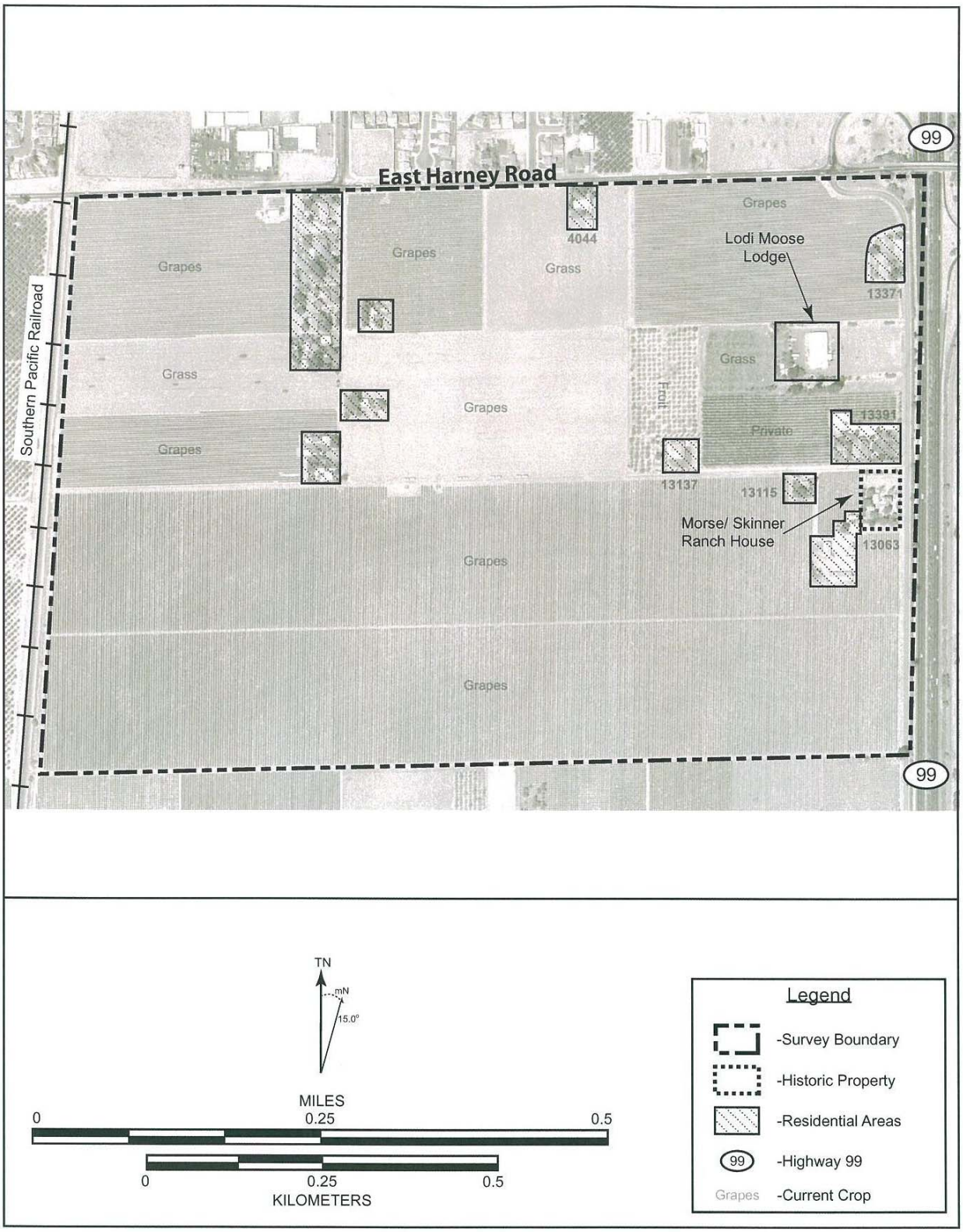


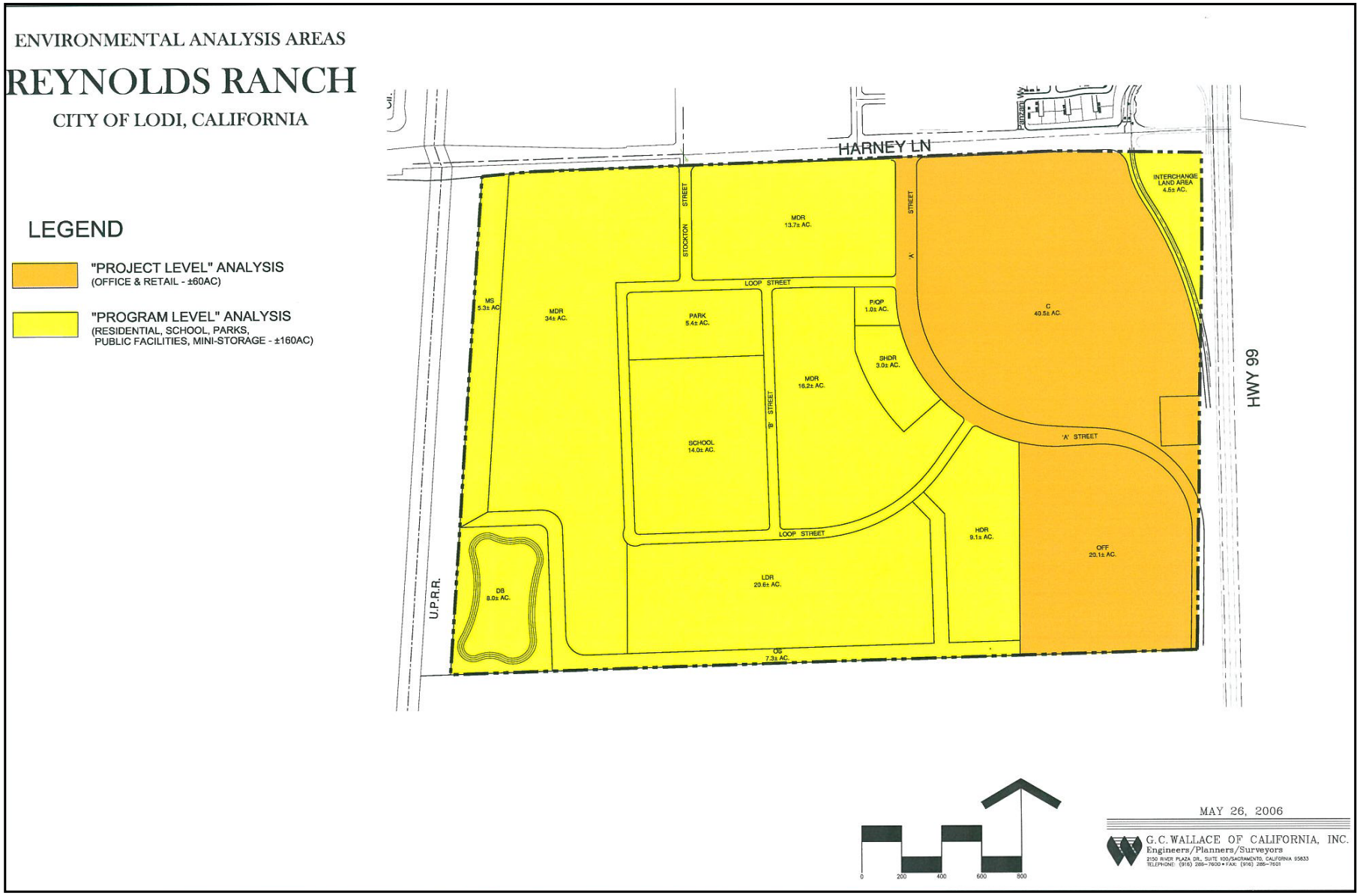
FIGURE 2.2.2: EXISTING USES ON-SITE
(Source: Pacific Legacy Cultural Resource Assessment)



Located within the eastern portion of the site and under the 'project' level review, four residences and the Moose Lodge would be affected by the initial 60-acre development consisting of proposed retail commercial and office uses. The remaining principal structures are considered under the "program" level review for the purposes of this document along with future planned residential uses and related public facilities for the remaining 160 acres of the site. Figure 2.2.3 shows both the "project" and "program" areas of the project site.

A historical records survey revealed that one of the four residences located within the initial 60-acre project portion of the site is listed in the National Register of Historic Places. Noted as the Morse/Skinner Ranch House, this historic cultural resource has been considered to be particularly significant as it was determined that the ranch was the first property in the Lodi area credited with the growing of Flame Tokay grapes, an event important to the future economic development of the Lodi area. Additionally, the initial owners of the residence, L.M. Morse and his son E.E., have been attributed with many accomplishments which have contributed significantly to the agricultural, financial, and educational growth of Lodi.

FIGURE 2.2.3: ENVIRONMENTAL ANALYSIS



PHOTOGRAPHS 2.2.1 – 2.2.2: VIEWS OF THE PROJECT SITE

PHOTOGRAPH 2.2.1: VIEW OF THE PROJECT SITE LOOKING EAST ALONG HARNEY LANE FROM UPRR

PHOTOGRAPH 2.2.2: VIEW OF PROJECT SITE LOOKING SOUTH ALONG RAIL CORRIDOR FROM HARNEY LANE

PHOTOGRAPHS 2.2.3 – 2.2.4: VIEWS OF THE PROJECT SITE

PHOTOGRAPH 2.2.3: VIEW OF THE PROJECT SITE LOOKING NORTH FROM THE MOOSE LODGE

PHOTOGRAPH 2.2.4: VIEW OF THE PROJECT SITE LOOKING SOUTHEAST FROM HARNEY LANE

2.2.3. Surrounding Land Uses

The project site is located along the southern jurisdictional boundary of Lodi. The existing agricultural use is a prominent and distinguishing land use in the project area. Since the late nineteenth century, this area has been closely associated with its early agricultural roots. Due to the unique qualities of the soil and climate, the early agricultural industries have thrived here and have continued to do so today. However, due in part to urban migration from the Bay Area communities and increasing urban pressures from other established metropolitan areas in the state, urban growth has increasingly encroached upon such agricultural lands in the form of service sector industry and residential tract developments occurring throughout the Central Valley.

Although the project site is bounded by the Union Pacific Railroad on the west and State Route 99 to the east, the surrounding land uses extending east, west and south remain currently as agricultural open space. Only the area north of the project is presently developed. The north side of Harney Lane, opposite the project site, is developed with low- and medium-density single-family residences along its eastern frontage with industrial/manufacturing uses farther west. Harney Lane, which borders these land uses and forms the northern project boundary, will provide the principal vehicle access to the project in addition to providing direct freeway access to State Route 99. It is anticipated that sometime in the future similar residential developments would expand to neighboring properties east and west of the project site. Table 2.2.1 summarizes the current uses of the site's surrounding parcels, as well as the City's pr County's Zoning and General Plan designations for the parcels.

TABLE 2.2.1
GENERAL PLAN AND ZONING DESIGNATIONS OF SURROUNDING LAND USES

Location Relative To Project Site	Current Use	General Plan Designation	Zoning Designation
North (along Harney Lane)	Single-Family Residential (between Stockton Street and SR 99), Industrial/Manufacturing (between Stockton Street and UPRR)	Low Density Residential (LDR), Medium Density Residential (MDR), Neighborhood/Community Commercial (NCC), Heavy Industrial (HI)	Single-family (R-1), Medium Density Multi-family (R-MD), Neighborhood Commercial (C-1), Heavy Industrial (M-2)
South	Agriculture	Planned Residential Reserve (PRR), *General Agriculture**	*GA –40**
East (along State Route 99)	Agriculture	Planned Residential Reserve (PRR), *General Agriculture**	*GA-40**
West (along UPRR)	Agriculture	Planned Residential Reserve (PRR), *General Agriculture**	*GA-40**

* *County designations*

2.2.4 General Plan and Zoning Designations

While the project site is located outside the City of Lodi's jurisdictional boundary, it is within the City's Sphere of Influence. The project site has been given a land use designation in the City's General Plan, and the goals and policies of the General Plan are applicable. The current General Plan designation for the project site is Planned Residential Reserve (PRR). The PRR designation is applied to areas between Harney Lane and Armstrong Road, west of State Route (SR) 99 and approximately east of Lower Sacramento Road, which are well suited for residential development, but are not expected to develop within the time frame of the existing General Plan (through 2007). It is anticipated that project construction will begin sometime in 2008 upon completion of entitlement, annexation and building permit approvals. Otherwise, until these areas are re-designated upon annexation by the City of Lodi with a non-reserve General Plan land use designation, current allowed uses and development standards are those associated with the present zoning designation of General Agriculture for this unincorporated area of the County of San Joaquin.

General Plan amendments are proposed as part of the development approvals for the Reynolds Ranch Project. The future commercial retail and office uses on the eastern portion of the project site are proposed to have the following General Plan designations: Retail Commercial and Office. The remainder of the project site (excluding those areas to be designated for retail commercial and office uses) will be designated for a variety of uses as follows: Low Density Residential; Medium Density Residential; High Density Residential; Senior High Density Residential; Public/Quasi-Public; Open Space; and Detention Basins and Parks. Figure 2.4.1 shows the proposed land use designations for the project site.

2.3. PROJECT OBJECTIVES

The proposed Reynolds Ranch Project has specific goals and objectives that it is intended to achieve with regard to Land Use/Growth Management, Circulation, Parks/Recreation and Urban Design/Cultural Resources. These goals and objectives are identified below.

Overall Goal:

The Reynolds Ranch Project is intended to maintain and promote high quality mixed-use development that would satisfy demand for a variety residential product types in combination with new commercial and office developments to facilitate greater jobs to housing balance within the region as well as incorporate New Urbanist principles to promote a more sustainable and pedestrian oriented community.

Land Use/Growth Management Goals and Objectives

Goal: *The Reynolds Ranch Project is intended to promote economic and employment opportunities and provide high quality residential development while maintaining a logical and sustainable pattern of growth*

as the City continues to develop and expand beyond its urban boundaries and into existing agricultural lands.

Objectives:

- *Correlation between the land development and the installation of water, sewer, electrical, and natural gas utility systems, and project open space and amenities in a manner that is economically feasible and that ensures adequate service to residents and businesses within the community.*

- *Identify and assess appropriate areas within the City and its outlying Sphere of Influence areas to accommodate future growth that will promote mixed-use development to maintain an appropriate jobs to housing balance within the community and the region.*

Housing Objectives:

- *Promote the development of affordable/senior housing to meet the needs of low- and moderate-income households.*

- *Promote New-Urbanist design principles that promote walkability to destination points such as a school, park, and retail uses via a well connected web of pedestrian and bicycle oriented trail systems.*

Retail Commercial Use Objectives:

- *Encourage new large-scale commercial centers to be located along major arterials and at the intersections of major arterials and freeways.*

- *Provision of desirable pedestrian connections between residential neighborhoods, parks, the neighborhood school, and neighborhood-level commercial opportunities that serve residents' daily needs (e.g., drug store, day care center, dry cleaners, hair salon, etc.).*

- *Establishment of neighborhood retail and service uses (e.g., restaurants, drug store, day care, personal services, etc.) to serve the needs of nearby residents and employment centers.*

- *Provision of a variety of sales tax-generating uses.*

Office Use Objectives:

- *To designate land for office space that is capable of accommodating Blue Shield's call and processing operations and otherwise satisfies Blue Shield's needs.*

- *Ensure that such office use projects reflect the City's concern for achieving and maintaining high quality development with convenient freeway access and business-supporting retail uses.*

- *Provide Blue Shield with their desired freeway visibility to promote their corporate vision and goals for the proposed Call Center.*

- *Locate said office facility within walking distance to a system of walking trails to provide employees with opportunities to walk before work, at breaks, and after work in an effort to promote healthy living.*

- *Locate said office complex within reasonable proximity for employee pedestrians and motorists to access convenience facilities such as breakfast/lunch eateries and dry cleaners.*

School Use Objectives:

- *Ensure that new school sites are easily and safely accessible by vehicles, pedestrians, and bicyclists.*

- *Assist the Lodi Unified School District in locating school facilities as close as possible to the residential areas that these facilities are designed to serve, particularly those residential areas that are expected to generate the largest demand for these facilities.*

- *Centrally locate said facility in relation to planned residential uses while maintaining required separation from conflicting land uses such as rail roads and major traffic corridors*

- *Provide a site large enough to accommodate at minimum a K-6 and potentially a K-8 school.*

Parks, Recreation, and Open Space Goal and Objectives

Goal: *To establish and maintain a public park system suited to enhancing the livability of the urban environment by meeting the open space and recreation needs of Lodi residents and visitors; providing parks for residential neighborhoods; and preserving significant open space resources*

Objectives:

- *Consider the need for an interconnected system of pedestrian and bicycle paths linking City parks and open space areas with other uses to promote health and increase quality of living in new developing residential neighborhoods.*

- *Provision of a range of recreational amenities, including greenbelt areas and trails, picnic areas/tot lots, open play fields, and ball courts.*

- *Expand the neighborhood and community park system with the goal of providing park facilities within reasonable walking distance of all new residential areas.*

- *Design parks to be accessible by pedestrians and a variety of transportation modes including automobile, bus, and bicycle.*

- *Require that more open space be provided within multifamily developments and other adjacent developments through wider setbacks, greenbelts and greater building separation.*

Circulation Goal and Objectives

Goal: *To provide for safe and efficient vehicular, pedestrian, and bicycle movement within the Reynolds Ranch Project.*

- *Provision of a system of local roadways within the community that is capable of safely moving vehicles within the community and to exterior arterial roadways without congestion.*

- *Reduction of the need to rely on automobile travel through the provision of safe and convenient pedestrian and bicycle connections between residential neighborhoods, local K-8 school, neighborhood parks, and commercial/office areas.*

Pedestrian/Bike Access Objectives:

- *Require sidewalks for all developments in accordance with City design standards and encourage additional pedestrian access where applicable.*

- *Shall consider the need for an interconnected system of pedestrian paths linking major use areas in Lodi.*

- *Consider the need for an interconnected system of bicycle paths linking major use areas in Lodi.*

Infrastructure Goal and Objectives

Goal: *To provide adequate utility and drainage infrastructure to serve the needs of the uses within the project area.*

Objectives:

- *Provision of the water, sewer, electrical, and natural gas utility systems needed to support build out of the Reynolds Ranch Project.*

- *Provision of adequate stormwater drainage capacity to protect residents and businesses.*

Urban Design Goal and Objectives

Goal: *To preserve existing community character and fabric, and promote the creation of a small-town atmosphere in newly developing areas that will accommodate a high quality, well-planned mixture of residential, commercial, and open space uses.*

- *Establishment of residential neighborhoods that are identifiable by their mix of compatible architectural styles and location within the community, with safe and convenient pedestrian, bicycle, and vehicular access to existing and surrounding communities as well as to adjacent nonresidential uses to promote alternate modes of travel.*

Pedestrian Oriented Objectives:

- *Promote the creation of well-defined residential neighborhoods in newly developing areas. Each of these neighborhoods should have a clear focal point, such as a park, school, or other open space and community facilities, and should be designed to promote pedestrian convenience.*

- *Minimize the visual impact of automobiles in all new development through the use of berms, landscaping, and/or site planning techniques.*

- *Promote pedestrian convenience, safety, and accessibility over parking considerations in new commercial and office developments.*

- *Provision of an extensive system of greenbelt areas, trails, and sidewalks providing desirable pedestrian access throughout the community, connecting residential neighborhoods with the local K-8 school, park facilities, and retail commercial/office areas.*

2.4. DESCRIPTION OF PROPOSED PROJECT

To maintain clarity and ease of use of this document, the various components of the proposed project are summarized in Table 2.4.1 (as similarly and briefly described in the Executive Summary). For the purposes of this section and subsequent sections of this document, the proposed project and its component parts are characterized as follows:

TABLE 2.4.1
REYNOLDS RANCH PROJECT

Title		Environmental Analysis (Project/Program)*	Site Area	Proposed Land Uses
Project Components	Development Plan	Project	60 AC, eastern portion of project site	Retail (40 AC), Office (20 AC)
	Concept Plan	Program	160 AC, western portion of project site	Parks/Open Space, School, Residential, Fire Station, Mini-Storage, Detention Basin
	Infrastructure Master Plan	Project	220 AC, entire project site	Water/Sewer/Storm Drain Facilities, Streets/Sidewalks
Project Phasing**	Phase I	Project/Program	20 AC Office Site and 23 AC Site for 150 DU's	Office (20 AC) and 150 DU's (23 AC)
	Phase II	Project/Program	60 AC Retail Site and remainder of entire project area	Retail, Parks/Open Space, School, Residential, Fire Station, Mini-Storage, Detention Basin

** A depiction of project/program level analysis areas is provided as Figure 2.2.3*
*** A project phasing plan is provided as Figure 2.4.3*

Project Characteristics

The proposed project is located on 220-acre site, which lies outside of the current City boundaries but within the southeast section of the City of Lodi's Sphere of Influence. The project proposes a mix of residential and nonresidential uses including all infrastructure needed to support future development of the site. The proposed Reynolds Ranch Project will include the following land uses: a variety of residential uses, a retail center, a single tenant office site, a mini-storage facility, an elementary school, a fire station, parkland, and detention basin. The proposed Infrastructure Master Plan identifies the roadway, drainage, and utility improvements that will be necessary to support the proposed land uses. Figure 2.4.1 shows the overall Land Use Plan for the project, and Table 2.4.2 identifies the component land uses. In total, the Land Use Plan allows up to 1,084 residential units, 350,000 square feet (ft^2) of

commercial space, 200,000 square feet of office space, 20.7 acres of open space that includes the detention basin, and a 1,000-student grade K-8 school.
Within the framework of the overall Land Use Plan, the Reynolds Ranch Project also includes a 60-acre Development Plan (Figure 2.4.2) for future retail and office use located along the eastern boundary of the site. The commercial retail site will occupy approximately 40 acres along the frontage of Harney Lane with a proposed office building to be located on a 20+-acre site south of the proposed retail location.

The retail site, shown in Table 2.4.2 and as the area east of proposed Street A in Figure 2.4.2, is comprised of a total of 350,000 square feet of retail, consisting of two potential major retail tenants, one within an approximately 70,000 square foot building and another with an approximately 150,000 square foot building. The remaining retail uses will consist mostly of smaller retail establishments ranging in size from 2,000 to 16,000 square feet and two medium size retail tenants at approximately 20,000 and 30,000 square feet each. Among the retail uses, an existing historic ranch house located within the southeastern corner of the retail site has been proposed to be preserved and operated as a future restaurant to help preserve and retain Lodi's early architectural history.

The 20.1-acre office site, shown in Table 2.4.2 and located south of and adjacent to the retail site, is anticipated to be developed with an approximate 200,000 square foot two-story building. The office building is anticipated to be occupied by a single corporation operating back office services and a large call center employing a total of 1,600 employees at full operation. The office use will also provide an expected parking demand of 900± spaces to accommodate a two-shift office operation.

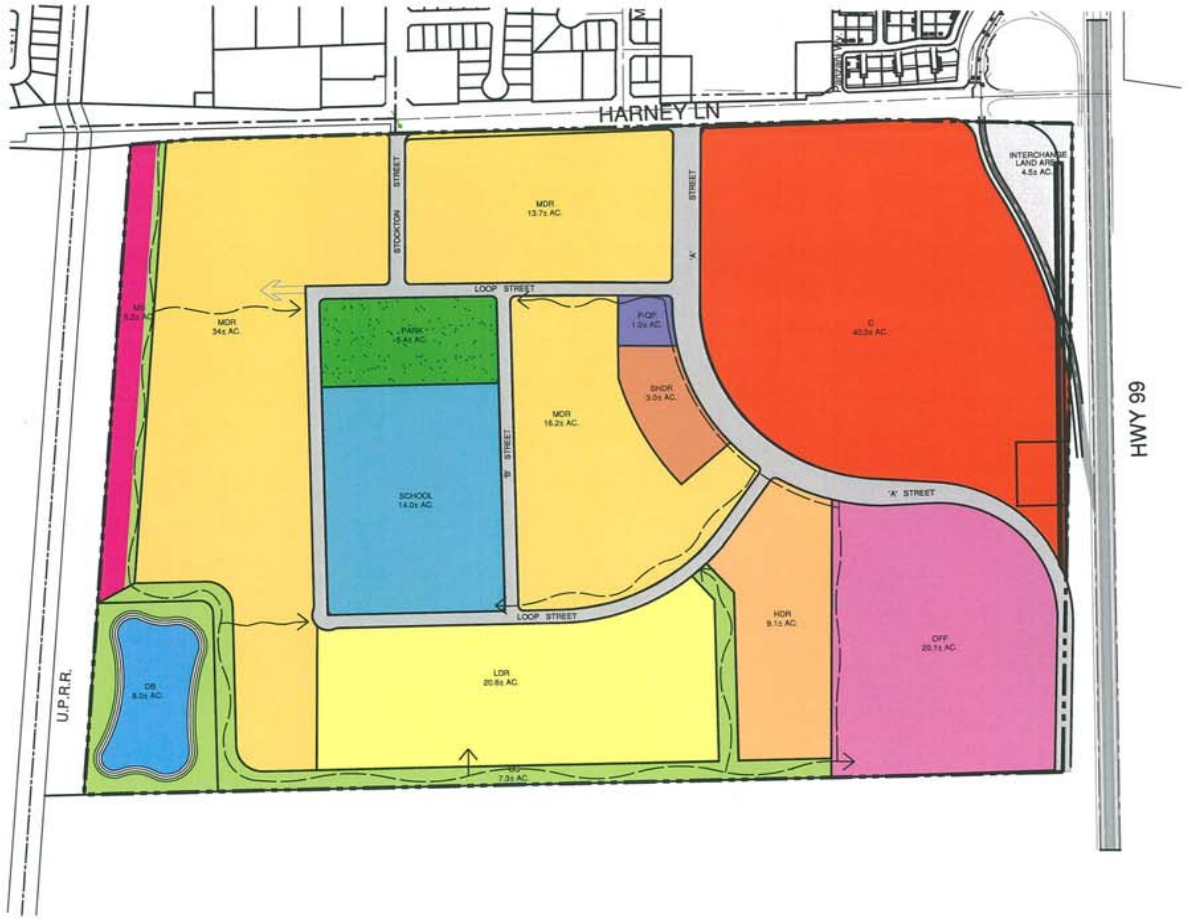
For the purposes of this document, the Infrastructure Master Plan entails the entire facility and utility service needs associated with overall development of the site. For the 160-acre portion of the site (excluding the commercial and retail land uses) there will be a "program" level analysis. For the Development Plan, which identifies the specific land development for the retail and office uses, a "project" level review and assessment will be provided for the preparation of this EIR.

FIGURE 2.4.1: LAND USE PLAN

LAND USE

REYNOLDS RANCH

CITY OF LODI, CALIFORNIA



LAND USE SUMMARY

LAND USE		ACRES	FIXED COUNT	UNITS	BLDG AREA (S.F.)
LDR	LOW DENSITY RESIDENTIAL	20.6	5 DU/AC	103	
MDR	MEDIUM DENSITY RESIDENTIAL	63.9	10.3 DU/AC	631	
HDR	HIGH DENSITY RESIDENTIAL	9.1	22 DU/AC	200	
SHDR	HIGH DENSITY RESIDENTIAL- SENIOR	3.0	50 DU/AC	150	
C	RETAIL COMMERCIAL	40.5			350,000
OFF	OFFICE	20.1			200,000
MS	MINI STORAGE	5.3			
P/QP/INF	PUBLIC / QUASI PUBLIC	1.0			
S	SCHOOL	14.0			
PARK	NEIGHBORHOOD PARK	5.4			
OS	OPEN SPACE	7.3			
DB	DETENTION BASIN	8.0			
I/OR	INTERCHANGE/ON-RAMP	4.5			
IS	INTERNAL STREETS	17.3			
TOTAL		220.0		1,084	550,000

0 200 400 600 800

MAY 18, 2006

G.C. WALLACE OF CALIFORNIA, INC.
Engineers/Planners/Surveyors

FIGURE 2.4.2: REYNOLDS RANCH DEVELOPMENT PLAN

TABLE 2.4.2: LAND USE SUMMARY

CITY OF LODI - REYNOLDS RANCH PROJECT				
	Density (DU/AC)	**Square Feet (SF)**	**Acres (AC)**	**Dwelling Unit (DU)**
COMMERCIAL/RETAIL		***350,000***	***40.5***	
OFFICE (BSC)		***200,000***	***20.1***	
MINI-STORAGE			***5.3***	
RESIDENTIAL				
- LDR	5		20.6	103
- MDR	10.3		63.9	631
- HDR	22		9.1	200
- HDR (Senior)	50		3.0	150
Subtotal			***96.6***	***1,084***
PARKS/OPEN SPACE				
- Neighborhood Park			5.4	
- Open Space			7.3	
Subtotal			***12.7***	
PUBLIC FACILITIES				
- Fire			1.0	
- School			14.0	
Subtotal			***15.0***	
DETENTION BASIN			***8.0***	
INTERCHANGE/ON-RAMP			***4.5***	
INTERNAL STREETS			***17.3***	
TOTAL		***550,000***	***220.0***	***1,084***

Proposed Residential Uses

Identified within the Reynolds Ranch Project, a variety of residential densities are proposed from low to high-density residential development. The Reynolds Ranch Project will provide a total of 1,084 residential units. These units include 103 low-density units, 631 medium-density units, and 200 high-density residential units. Additionally, 150 high-density residential units will be set-aside as senior housing. Based upon the proposed residential land use categories, the corresponding General Plan descriptions are as follows:

- *Low Density Residential (LDR):* This designation provides for single-family detached and attached homes, secondary residential units, public and quasi-public uses, and similar and compatible uses. Residential densities range from 0.1 to 7.0 units per gross acre.

- *Medium Density Residential (MDR):* This designation provides for single-family and multi-family residential units, public and quasi-public uses, and similar and compatible uses. Residential densities range from 7.1 to 20.0 units per gross acre.

- *High Density Residential (HDR):* This designation provides for multi-family residential units, group quarters, public and quasi-public uses, and similar and compatible uses. Residential densities range from 20.1 to 30.0 units per gross acres.

- *Senior High Density Residential (SHDR):* This designation provides for seniors only multi-family residential units, group quarters, public and quasi-public uses, and similar and compatible uses. Residential densities range from 20.1 to 30.0 units per gross acres.

Because the proposed residential land uses are considered conceptual at this point and no specific development plan has been prepared or proposed, there has been no determination regarding the proposed architectural style of these homes. However, based upon the style of recent and nearby housing developments, the predominant architectural style will likely reflect Lodi's heritage of early California. This style is reminiscent of old California such as, Craftsman Bungalow, California Ranch, Monterey and American Farmhouse.

Proposed Commercial Uses

The Reynolds Ranch Development Plan would allow for up to 350,000 square feet of retail commercial uses. It is unclear what type of retail will be located on the site, therefore, for the purposes of this EIR, General Retail is assumed. The intent of these commercial uses is to provide retail stores and services that would serve the adjacent office use and proposed residential units, as well as the greater Lodi community.

Proposed School

The Concept Plan provides for the development of a future 14-acre K-8 school facility by the Lodi Unified School District (LUSD) to serve the future residents of the project, as well as existing and future residents within the surrounding community. Because buildout of the Reynolds Ranch Project itself will not warrant the construction of the school, the school facility is not evaluated at a project-level as part of this environmental document. However, based upon consultation with LUSD, preliminary planning suggests that the future school is assumed to accommodate 500 K-6 students and 500 grade 7-8 students. LUSD has also indicated that until the new school is constructed, school-age children from future residential development of this project would be adequately served by surrounding schools within the vicinity.

In accordance with the Lodi's General Plan and a City agreement with the LUSD, future recreational facilities constructed as part of the proposed school will be accessible by the public during non-school hours. Additionally, the school site will be accessible by a multi-use trail along its boundaries to provide convenient pedestrian access for both students and other residents and promote alternative modes of travel within this master planned community.

Proposed Open Space and Recreational Use

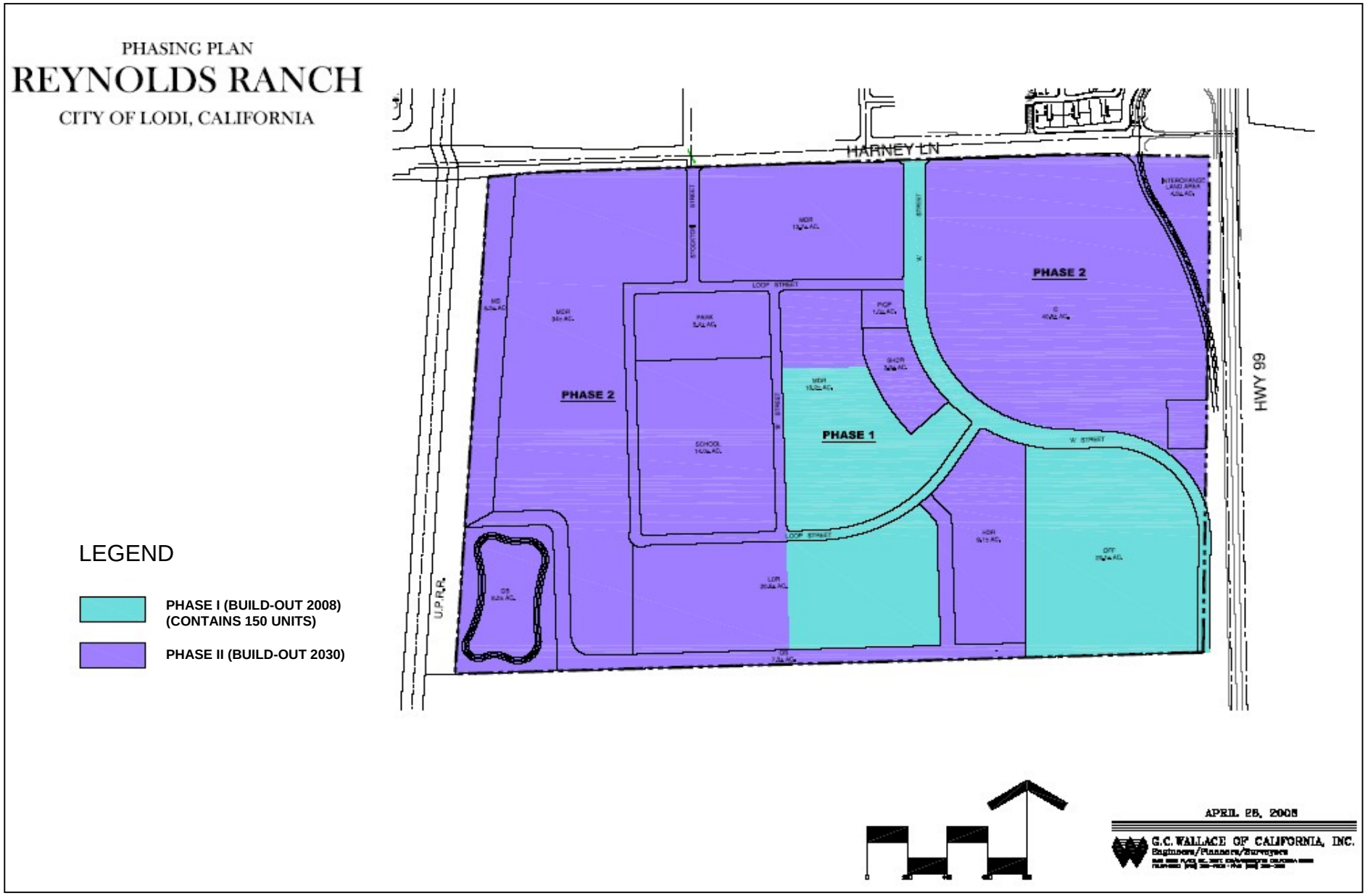
The proposed Concept Plan provides a total of 20.7 acres of open space (neighborhood park, open space and detention basin). Approximately 13 acres of this open space will accommodate active recreational use based upon planned construction of a 5.4 acre community park and a 7.3 acre linear park. The park site is centrally located among the residential land uses and will be readily accessible from the majority of surrounding residences via sidewalks, on-street bike lanes, or the network of off-street multi-use trails traversing the 220 acre site. The linear park would trend east-west along the project's southern boundary and would also act as an agricultural buffer and greenbelt for existing agricultural uses located south of the project. This greenbelt would also extend north, creating an additional buffer between future residences and the proposed mini-storage facility and the UPRR corridor along the project's west boundary. Additional recreational opportunities may also be provided from shared public access to facilities at the future K-8 school site.

Compliance with the City's Parks, Recreation and Open Space Plan is discussed in the Land Use chapter (Chapter 3.7) of this document.

Development Phasing

The City has developed a two-phase program for the development of the Reynolds Ranch Project. In Figure 2.4.3, the 220-acre site has been divided into two areas which will be developed under separate and potentially overlapping time tables.

FIGURE 2.4.3: REYNOLDS RANCH PHASING PLAN



Phase 1 development will include the construction of an approximately 200,000 square foot call center and operations facility for Blue Shield of California and [on portions of parcels designated for low- and medium-density residential usage] the initial construction of 150 residential units along the eastern leg of south Loop Street. It is anticipated that construction of the Street 'A'/Frontage Road-West realignment and a portion of the south Loop Street would be completed as part of this development phase. A preliminary timetable estimates that development of the Blue Shield office site will be completed by the first quarter of 2008 and the initial residential development would begin in early 2007 and overlap into the second phase of development.

Under Phase 2, development would occur on the 40-acre retail site and the remaining western portion of the project site. The majority of the residential development would occur in this phase as facilities and services become available to support and service future development. Also included in this second phase of development are a K-8 school, a 5.4-acre neighborhood park, a 7.3-acre linear park, a fire station and a mini-storage facility. It is anticipated that the second phase of development would commence sometime during late 2007, pending further project review and approvals, with an expected project completion date no later than 2030.

Proposed Circulation System

Currently, access to the project site is provided via Harney Lane and Frontage Road-West, which form the site's northern and eastern boundaries, respectively. The proposed project includes four new collector streets to accommodate access to future on-site land uses. "A" Street is a realignment of Frontage Road-West that will bisect the retail and office uses and connect to Harney Lane approximately 1,000 feet west of its current location, opposite Cherokee Lane. Loop Street is configured principally as two east-west collector streets connected by a north-south segment in the western part of the site. "B" Street is a north-south collector street connecting to the Loop Street at its termini. Stockton Street is a new south leg extension from Harney Lane. A separate facility improvement within Caltrans right-of-way will involve construction of a new southbound on-ramp in the present location of Frontage Road-West, south of Harney Lane.

These roadways will provide access to the project site and its associated land uses. Although the proposed project does not identify any local roadways within the Planning Areas, it is anticipated that subsequent development plans for each Planning Area (i.e. tract maps) will include appropriate access roads to serve the site's uses.

The following paragraphs describe other future project-related circulation system and non-vehicle transportation improvements.

<u>Future Roadway Improvements Required to Support the Reynolds Ranch Project</u>

Under the anticipated Year 2008 conditions the following roadway improvements will be necessary to achieve acceptable levels of service during the peak hours:

Year 2008 Pre-Project Conditions (i.e., without Phase 1 of Reynolds Ranch)

- Retime the signals at Kettlemen Lane/Ham Lane, Kettlemen Lane/Church Street and Harney Lane/Hutchins Street so that the maximum cycle length is 100 seconds.

- Install a traffic signal at the intersection of Harney Lane/Ham Lane.

- Install a traffic signal at the intersection of Harney Lane/Cherokee Lane.

- Install an all way stop at the intersection of Harney Lane/Frontage Road-East.

Year 2008 Pre-Project Plus Phase 1 Project Conditions

- Modify intersection of Harney Lane/Cherokee Lane to a T-intersection. Widen eastbound Harney Lane to provide for a separate left turn lane.

- Construct new intersection of Harney Lane/Street A with one through lane and one through/right turn lane on eastbound Harney Lane, one left turn and one through lane on westbound Harney Lane, and one left turn and one right turn lane on northbound A Street.

- Install a traffic signal at intersection of Harney Lane/Mills Avenue.

- Widen Harney Lane at Hutchins Street to provide for an additional through lane in each direction.

- Install a traffic signal at intersection of Harney Lane/Frontage Road – East.

Under the anticipated Year 2030 conditions the following additional roadway improvements will be necessary to achieve acceptable levels of service during the peak hours:

Year 2030 Background Conditions (i.e., without the Reynolds Ranch Project)

- Widen intersection of Armstrong Road/West Lane to provide for an additional through lane on West Lane in each direction, two additional left turn lanes on eastbound Armstrong Road, and an additional through and left turn lane on westbound Armstrong Road.

Year 2030 Background Plus Project Conditions

- Install an all-way stop at intersection of Frontage Road-East/SR 99 NB Ramps. Modify channelization to allow for southbound free right turns from the frontage road to the SR 99 NB on ramp.

- Install an all-way stop at intersection of Frontage Road-West/SR 99 SB Ramps.
- Install an all-way stop at intersection of Armstrong Road/Frontage Road-East.

Pedestrian and Bicycle Circulation System

The above-described roadways will provide access to the project site and its associated land uses. Although the proposed project does not specifically identify any local pedestrian and bicycle paths within the Planning Areas, it is anticipated that subsequent development plans for each Planning Area (i.e., tract maps) will include appropriate pedestrian and bicycle paths to serve the site's uses.

Transit Service

Transit Service is provided by the Lodi Grapevine and San Joaquin Regional Transit District (RTD). The Lodi Grapevine provides local transit service within the city. The nearest service is at Cherokee Lane/Almond Drive (0.7 miles north of Reynolds Ranch). The San Joaquin RTD provides inter-city service. The nearest RTD service is at Harney Lane/Stockton Street.

The proposed project will introduce additional residential and non-residential uses to be served by the transit operators. Existing Grapeline routes may not be able to provide fixed route bus service to the project area without significantly impacting the existing level of service (headways). A transit study needs to be conducted to look at new routes or modified routes to serve the area. The study will be conducted during the processing of the Development Plan.

Proposed Drainage Concept

After annexation, storm water management will be the responsibility of the City of Lodi for the project site. Existing storm water management and collection systems were developed for and serve the agricultural uses currently developed in the project area and are inadequate to meet the needs of the proposed project. In addition, the City's current systems cannot provide service for the project site at this time.

The site falls approximately 8 feet from the northeast corner of the property to the southwest corner of the property. Beyond an existing drainage swale in the northeastern corner of the site and an excavated ditch along the UPRR corridor on the project's western boundary, there are no significant drainage channels through the site and surface flows from the site are limited.

After careful review of the Development and Concept Plans, a storm water implementation plan was developed. The site was divided into manageable drainage shed areas based on the proposed land uses and storm water discharge were developed in accordance with City of Lodi standards and general engineering practice. A storm water pipe network was developed in conformance with those discharges. The analysis confirmed that a storm water system can be developed without any significant difficulties.

The 100-year storm volume will be collected and retained on site for a time (one to three days) in a single detention pond, with a volume of 48 acre-feet, located at the southwest corner of the project site. The selection of this site was based on the topography of the site and the opportunity to minimize excavation for this facility. The pond will be designed in conformance with City standards, which will include a service road, six to one side slopes and other needed facilities. The design will integrate pedestrian and bicycle facilities, which do not interfere with the storage requirements of the pond.

A smaller pond is being considered to serve the first phase of the project on an interim basis as a means to facilitate and minimize the costs of Phase 1 development. If this facility is constructed, it will meet the standards of the City of Lodi. The interim facility would be removed when the permanent pond is constructed.

The detention pond will be discharged by a metered outfall into the Woodbridge irrigation canal, which runs about 3900 feet west of the project site. A pipeline will be constructed from the detention basin to the canal and a pump station will be designed to meet the discharge requirements. The pump is designed to empty the pond within three days after a storm. The pipeline to the pump station would be 12 to 18 inches in diameter allowing the pumps to deliver approximately 8 cubic feet per second (cfs).

Woodbridge Irrigation District and the City of Lodi have a long established agreement that provides for the discharge of storm runoff into the District canal system. The City has been granted the right from Woodbridge Irrigation District to discharge storm drainage.

The City has two existing discharge stations and is allowed three stations. Most major storms occur off-season and the systems generally provide for 100 year storage, and these limitations are unlikely to be a constraint. Control systems can also be implemented to provide for the balancing of flows between the various pumping stations to meet the agreement limitations and responsibilities. Even in the event that storms occur during the irrigation season, the ability to detain flow will provide the flexibility needed to operate the system.

Proposed Water Supply Infrastructure Improvements

The City of Lodi has adopted and maintains an *Urban Water Management Plan* to project future demands and to ensure that the supply of urban water is provided in a manner suitable to serve the demands of future growth. In 2004, the City delivered an average flow of 15.19 million gallons per day (MGD) and a maximum day flow of 27.8 MGD. Continuous planned upgrades to the water system are called for to ensure that desired levels of service are met. The current City standards require the construction of one well for each additional 2,000 persons added to Lodi's population. With an estimated 63,000 persons residing in Lodi, the City is slightly behind the desired ratio of wells to population. Expansion of the water system is continuous, with new wells and facilities being added or upgraded as opportunities and funding allow. The 2005 *Urban Water Management Plan* provides for the necessary improvements to meet projected service demands through 2015 and beyond.

The City of Lodi currently generates its a water supply from 26 wells that are dispersed around Lodi. Currently, the wells deliver over 17,000 acre-feet annually through the City system and have the capacity of delivering a maximum day flow of 35,210 gallons per minute (gpm), which is significantly more than the 19,873 gpm maximum day flow that was needed in 2004. The pumping capacity drawing on groundwater does meet the peak flow needs and is far above the average day needs of the City. The local groundwater table exists 60 feet beneath ground. This groundwater basin is sufficient to meet the immediate needs of the community and this project. The ground water basin is of sufficient size to meet the near term water needs of the City and this project.

The groundwater basin below the City of Lodi has been identified as in overdraft condition. Additional water supplies are needed to serve the project area. To that end, the City has acquired 6,000 acre-feet per year surface water supply from the Mokelumne River currently owned by Woodbridge Irrigation District. The City is currently considering two means of utilizing this water, either to develop a water treatment plant to deliver water to the City's distribution system or to recharge the groundwater to allow increase well water production. City evaluation of the two options is currently underway and a policy decision should be made within the next few months. For a more detailed examination of the water supply situation for the City, see Section 3.11 "Utilities and Service Systems" and refer to the Water Supply Assessment included in Appendix I of this EIR.

The City of Lodi also recycles and reuses part of the wastewater treated at their White Slough Water Pollution Control Facility (WSWPCF). In recent years, the City has utilized the recycled water to produce steam for a 49-megawatt power generator, to replenish mosquito fish-rearing ponds, and to irrigate approximately 900 acres of City-owned farmland surrounding the WSWPCF that is leased to local farmers for the cultivation of feed and fodder crops not intended for human consumption. This use of recycled water offsets some of the regional demand for groundwater, allowing groundwater which would otherwise be withdrawn from the basin to be conserved.

The City is currently in the process of developing a Recycled Water Master Plan (RWMP), which will identify future uses of recycled water. The City's Urban Water Management Plan anticipates potential uses of recycled water within the City to include:

- Agricultural irrigation;
- Urban (park and streetscape) landscape irrigation;
- Residential irrigation;
- School landscape irrigation; and,
- Dual-plumbed business/commercial developments.

To distribute water, the City's maintains a series of storage facilities, pumping stations, and pipelines. The City's water storage facilities include a one million-gallon ground storage tank on Thurman Street and a 100,000-gallon elevated tank on North Main Street. Water is distributed throughout the City with approximately 210 miles of pipelines. The City's mainline pipes range in diameter from 14 inches to 2 inches. The City is in the process of replacing the existing 2- and 3-inch pipes.

To deliver water to the project site, the proposed Infrastructure Master Plan includes a water pipeline system. The proposed water pipeline system includes two (2) 12-inch water lines running north to south from Harney Lane on the western portion of the project site, and moving west to east toward Highway 99. The 10-inch water lines would extend from the western 12-inch line into the central and western portions of the project site. The 10-inch extension lines will also extend north to connect with the existing City water system and Well #23. The 10-inch lines will be implemented as future build-out of the site occurs, and will most likely take place in Phase 2 of the proposed project.

The City of Lodi's water supply capabilities will be expanded by the addition of two water wells. The first well will be needed as part of the first phase and has been tentatively located near Highway 99. The location provides for improved dispersion of well sites and provides a nearby water source for fire protection. A second well, needed as part of Phase 2, has been tentatively sited near the storm water detention facility. Although this location would serve the project and the City well, there remains the potential that a different, nearby site could also meet the needs of the project. The placement and timing of this second well would need to be coordinated with the development of the second phase of the project.

Proposed Wastewater Infrastructure Improvements

The City owns and operates the wastewater collection system within its corporate limits. The City also owns the treatment facilities at the White Slough Water Pollution Control Facility (WSWPCF) located approximately 6 miles southwest of the City. The City has adopted and maintains a *Wastewater Master Plan* to estimate future infrastructure and service demands within Lodi. Upgrades and improvements to the infrastructure and plant can provide sewer service to the project area.

Wastewater Collection System

Wastewater services are proposed to be provided by the City of Lodi for this project area. It is estimated that the project will generate 0.64 cubic feet per second (cfs) average daily flow and 2.4 cfs peak wet weather flow. The City of Lodi's current collection system does not serve areas south of Harney Lane into the project area at this time. The project area was included within the City's 1990 Draft Wastewater General Plan Document. This document did not include significant discussion on the potential for service to this area.

The existing system and master plan information was reviewed. The proposed collection system has been developed in conformance with many of the concepts outlined within the 1990 master plan (see Figure 3.11.2 in Section 3.11 of this EIR). From this information, service limits and shed boundaries were established for the south Lodi area. Shed limits were established that extend from the western proposed limits of development across to approximately half a mile east of Highway 99. Portions of this shed area are served by an existing pump station at the corner of Mills Avenue and Harney Lane.

Full permanent service to the project and the south Lodi area is dependent on the development of a trunk system through the project site to an existing pump station located at the corner of Mills Avenue and Harney Lane. Two alternative trunk line locations were considered and are shown on Figure 3.11.3 in Section 3.11 of this EIR. The most likely means to provide service to the area is to construct a trunk line located half a mile south of and parallel to Harney Lane. Although no significant environmental impacts were identified with this alternative route, right-of-way is not yet available and would need to be acquired. The line would extend from the existing pump station to the project site, then through the project site to Highway 99 to provide for potential future development to the east. It is estimated that this pipeline would be 24 to 30 inches in diameter.

A second alternative alignment was also considered and is equally acceptable from an engineering and environmental basis. It would require that the major sewer line be constructed along Harney Lane east from the lift station to the project. Both alignments are shown on the large area wastewater facility map (Figure 3.11.3 in Section 3.11 of this EIR).

The existing pump station at Mills Avenue and Harney Lane is not currently considered a regional facility and was sized to only serve development north of Harney Lane, but included provisions to permit service to additional development in the immediate area south of Harney Lane. It did not include capacity to serve the project area. Although the existing pump station currently has unutilized capacity, upgrades will be required to provide capacity for the project site and the larger additional service area. These incremental upgrades will occur over the course of several years as growth occurs and can be put in service as needed.

As an additional concern, the existing pipelines out of the pump station are also too small to serve the project area, and new force mains out of the pump station will need to be constructed west down Harney Lane to the main 48-inch outfall near Davis Road, that extends to the treatment plant. A phasing and financing plan will need to be developed to ensure that current needs continue to be met and that the station, including the new outfall pipelines, are constructed and expanded in a consistent and orderly manner to provide the needed expanded service.

Treatment and Disposal Systems

The City of Lodi provides wastewater collection and treatment to all residents within the City Limits. The collection system includes separate domestic and industrial sewers and related pumping facilities. Untreated wastewater is piped to the City's treatment plant through pipes, utilizing both gravity flow and lift stations, where appropriate. The City's domestic sewage treatment plant, known as the White Slough Water Pollution Control Facility, has the capacity to treat 8.5 million gallons per day (mgd) at completion of the current expansion project.

Proposed Electricity, Gas, Telephone, and Cable Service Connections

The proposed residential units would be connected to electrical, gas, telephone, and cable television services. The plans for and construction of these connections will be provided by the respective utility companies during the final engineering stages of subsequent detailed plans for each phase of development (such as tract maps and building plans).

2.5. CUMULATIVE PROJECTS

The California Environmental Quality Act requires an EIR to include an assessment of both project and cumulative impacts. A cumulative impact is the impact of the project when added to other closely related past, present and reasonable foreseeable future projects. According to Section 15130(b) of the State CEQA Guidelines, a cumulative analysis may be based on either:

- A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or

- A summary of projections contained in an adopted General Plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative project.

Table 2.5.1 lists existing, previously approved, and reasonably foreseeable future projects in the project vicinity, in order of proximity to the project site. The cumulative projects listed here were compiled from information obtained from the City of Lodi.

TABLE 2.5.1:
CUMULATIVE PROJECTS

PROJECT	DESCRIPTION	STATUS	DISTANCE FROM PROJECT SITE
ADM	Industrial – Sugar Manufacturer	Pending Project Review and Approval	2.7 miles
FCB Westside Project	Master Plan to develop three distinct sites totaling 151 acres with 740 total residential units (370 low-density, 195 medium density, and 175 high-density), two school sites, recreational improvements, adjacent roadway improvements, and off-site improvements to the City's circulation system.	Pending Project Review (Preparation of EIR ongoing)	2.5 miles
Lodi Shopping Center Super Wal-Mart	339,966 s.f. of retail	Pending Project Review and Approval	2.3 miles
Lowe's Vintner's Square	Approximately 47,000 s.f. of retail	Under construction	2.1 miles
FCB – SW Gateway Project	Master Plan to develop a 257 acre site with 1,350 total residential units (740 low-density, 250 medium density, and 360 high-density), 14-acre school site, future fire station and 27 acre park and detention basin facilities and associated infrastructure and roadway improvements.	Pending Project Review (Preparation of EIR ongoing)	2.1 miles
FCB – Other Areas To Be Annexed	Master Plan to develop a 48 acre site with 335 high-density residential units, detention basin and associated infrastructure and roadway improvements.	Pending Project Review (Preparation of EIR ongoing)	1.7 miles
Legacy Homes Unit 1	77 Residential Units	51 Units completed	1.5 miles
Kirst Estates	6 Single-Family Units	Project completed and constructed	1.3 miles

TABLE 2.5.1:
CUMULATIVE PROJECTS

PROJECT	DESCRIPTION	STATUS	DISTANCE FROM PROJECT SITE
Legacy Homes Unit 2	140 Residential Units	20 Units completed	1.2 miles
Century Meadows One Unit Two	55 Single-Family Units	Pending Project Review and Approval	1.0 miles
Century Meadows One Unit 3	74 Single-Family Units	Pending Project Review and Approval	1.0 miles
KB Homes “Villas”	80 Single-Family Units	61 Units completed and constructed	< 0.5 miles, north of project
Miller Ranch	65 Medium Density Lots	65 Units completed and constructed	< 0.5 miles, south of project

The City's General Plan, on page 4-2, provides the following projections:

> Because so little developable land is left within the city, the impacts of the Proposed GP on existing land use patterns, residential densities, commercial areas, and industrial areas within the city would be minimal. Total development expected to occur within the city under the Proposed GP amounts to only 583 acres, of which 366 had already been committed to development as of April 1987 (the baseline date for this general plan). The remaining acreage comprises 26 acres of residentially designated land, 18 acres of commercial land, 150 acres of industrial land, and 20 acres of public/quasi-public land.
>
> Under the Proposed GP, about 1,533 acres of additional urban development would occur by the year 2007 on currently unincorporated land. About 1,236 acres of this land is expected to accommodate residential uses, followed by 78 acres for commercial uses, 82 acres for industrial uses, 40 acres for public uses (primarily schools), and 97 acres for detention basin park uses.

The impact of build out of the City, consistent with the General Plan, was analyzed in the Environmental Impact Report for the Lodi General Plan Update,[1] which is incorporated herein by reference and is available for review in the Planning Department of the City of Lodi.

The cumulative scenario analyzed in this EIR varies depending on the issue area being discussed. This EIR considers the worst-case cumulative scenario on an issue-by-issue basis, as the worst-case cumulative scenario for one issue may vary from the worst-case cumulative scenario for another issue.

[1] State Clearinghouse No.: 89020206. Prepared by: Jones & Stokes Associates. Draft EIR, April 1990. City of Lodi, Certifying the Final Environmental Impact Report Prepared for the Lodi General Plan Update and Adopting Findings and a Statement of Overriding Considerations.

2.6 INTENDED USES OF THE EIR

This Environmental Impact Report will be used by the following jurisdictions and agencies when deciding whether to grant the following discretionary actions:

- City of Lodi: Development Plan, Infrastructure Master Plan and Water Supply Assessment approval
- City of Lodi: Potential subsequent land use entitlements for proposals within the Reynolds Ranch Project (such as Tentative Tract Map applications)
- City of Lodi: Development Agreement
- City of Lodi: General Plan Amendment/Pre-Zone Change/Growth Management Allocation/Annexation approval
- LAFCO: Annexation approval (Municipal Plan of Services, County of San Joaquin Detachment, etc.)

In addition to the City of Lodi, there are also local, state, and federal responsible agencies that have discretionary or appellate authority over specific aspects of the proposed project. In this regard, the Lodi Unified School District (LUSD) will be the lead agency for the proposed K-8 school project within the Concept Plan area, as they are a separate and independent entity from both the City of Lodi and the project applicant. Although a school site has been reserved under the Concept Plan, it is undetermined at this time when the site will be developed. Should the LUSD undertake a school development on the project site, a separate project-level environmental review specific to the school project will be conducted at that time.